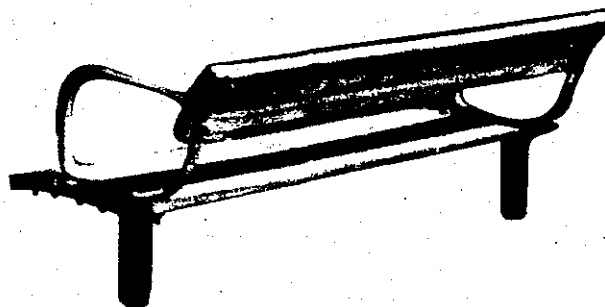




Parks & Open Space

Emphasize development of South Lake Union Park

- Provide open space in combination with maritime heritage
- Define uses for existing buildings in South Lake Union Park
- Provide both transient and historic ship moorage
- Design bulkheads, piers, and shoreline for maximum public access
- Incorporate natural features and Native American Long House and Canoe House
- Emphasize pedestrian and transit access including pedestrian overpass of Valley
- Provide limited parking north of Valley; primary parking in structure south of Valley



South Lake Union Neighborhood Plan

Planning Process

The South Lake Union Parks and Open Space Subcommittee was formed from the South Lake Union Planning Organization and has concentrated its efforts on refining programming for South Lake Union Park as well as to determine open space needs and develop directives to meet those needs. Issue statements describing findings made by the parks and open space subcommittee include

Meeting Open Space Goals: The comprehensive Plan of 1-w-set an open goal of 1 acre per 100 residents. To find ways to meet this goal, the Subcommittee for Parks and Open Space began to look at creative solutions such as vest pocket parks, utilizing rooftops as green space and designating certain streets as "green streets" that are targeted for planters, street trees and hanging gardens. P-patch garden space and a potlatch trail connection were considered as were passive and active open space needs. Incentives to private developers for creating publicly accessible open space are also considered in meeting the open space goal.

Revisiting/Revisions to Use 1991 South Lake Union Park Master Plan: The Parks and Open space subcommittee found consensus among SLUPO members to build upon the 1991 Plan and to treat South Lake Union Park as a neighborhood amenity with regional attraction that promotes maritime heritage. The program for South Lake Union Park provides for active and passive use areas and the preservation/restoration of natural areas. Shoreline access, parking, increased hard edges and clearly defined uses also figured prominently in design considerations. The Subcommittee also came to the early realization that the entire Lake should be considered part of the Park. As such, preservation of the visual character of the Lake and its water quality and habitat functions should be preserved.

Further considerations included support for the Maritime Heritage Museum and community meeting space in the Armory building preservation of view corridors, public access to the water, the

development of a consistent maritime theme; and an evaluation and determination of moorage needs both short and long term, including historic ship moorage.

South Lake Union Park is also seen as one end of a "cultural corridor" extending from the Lake to Seattle Center that could contain uses such as museums and educational facilities. Special consideration needs to be given to the City owned property south of Valley Street to assure that new development complements and supports South Lake Union Park

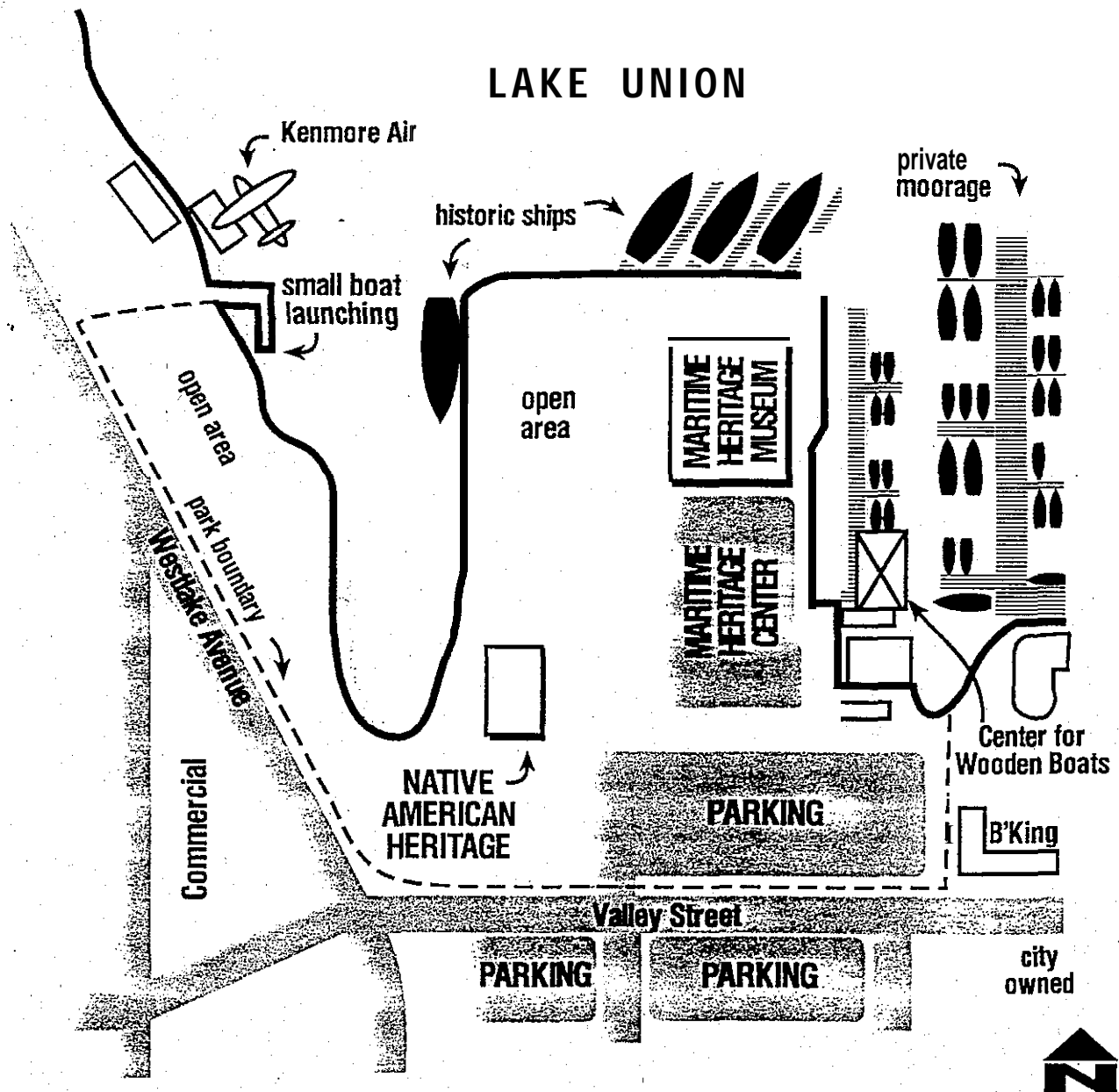
Discussion of: Key or Integrated Planned Activities for Parks and Open Space

The ideas/recommendations found in this section reflect the outcome of the parks and open space planning process. Development of key characteristics reflect recommendations that are proposed to occur immediately following acceptance of the Neighborhood Plan.

Refinements made to the 1991 South Lake Union Park Master Plan reflect the key activities for parks and open space. Categories arrived at through the planning process and recommended for an updated Park Master Plan include

Programmatic Design: Uses within the park will be designed in such a manner that areas of different uses are clearly delineated and not in competition with each other. The proposed uses are illustrated in the design concept drawing following this page (Figure 4). The western half of the park uplands remain primarily unprogrammed open space and the eastern half is designated as active space for the Maritime Heritage Museum (in the current Armory Building) and the Maritime Heritage Center. Also located to the east is The Center for Wooden Boats. The Native American Longhouse and Canoe House are located on the western side of the park to complement the restored natural arms and the proposed potlatch trail connection. Considerations of needed space, activity

South Lake Union Neighborhood Plan



**REVISED SCHEMATIC
SOUTH LAKE UNION PARK**

Figure 4

South Lake Union Neighborhood Plan

level and type, and the type of needed access to the water all factored into the programming of the park.

Thematic Elements: Maritime thematic elements are strongly advocated within the park and along access routes to the park. The entrance should be clearly delineated through the use of elements that reflect the character and uses within the park. The design material palette should include colors that reflect the moods of Lake Union. Brick or colored cement is recommended for crosswalk/sidewalk use. Historical maritime elements such as boats, fittings, charts, and maritime industrial equipment should be used for areas in and leading to the park. Thematic lighting, park furnishings and the use of maritime elements should complement design guidelines for the conservation district of Westlake and the Waterfront district.

Passive and active areas of the park are laid out with a division of the two usage types generally along Terry Avenue. Natural areas are preserved on the west side of the park. Removal of the Naval Training Center and the existing parking lots on the west side of the park will allow space for the proposed passive activities. The Training Center has been identified as being potentially suitable for interim use until development of the park would require its removal. Active areas include the Maritime Heritage Museum and community uses in the current Armory building, the Maritime Heritage Center, The Center for Wooden Boats on Waterway 4 and limited parking. These activities are all proposed for the east side of the park.

Waterfront: Provision of transient public docking is planned for as is the designation of a water taxi stop. Historical ships would be moored at the north end of the existing site with a restored historic vessel located at the entrance of Waterway 3 as a flagship for maritime activities proposed within South Lake Union Park. Small craft public launching is proposed in Waterway 3 at the terminus of the northwest park boundary. The Center for Wooden Boats would occupy Waterway 4.

Pedestrian: Pedestrian access to different activities within the park is considered in the proposed design including access to safely view some of the boat repair facility activities at the Maritime Heritage Center. Pedestrian access to the park and the shoreline are maximized in the proposed plan. Pedestrian crossings at Valley and Westlake shall be subject to design guideline consideration as is the proposed pedestrian bridge(s) over Valley Street. Support is also expressed for the Potlatch Trail concept linking South Lake Union to the Seattle Center and Elliott Bay by the most direct route.

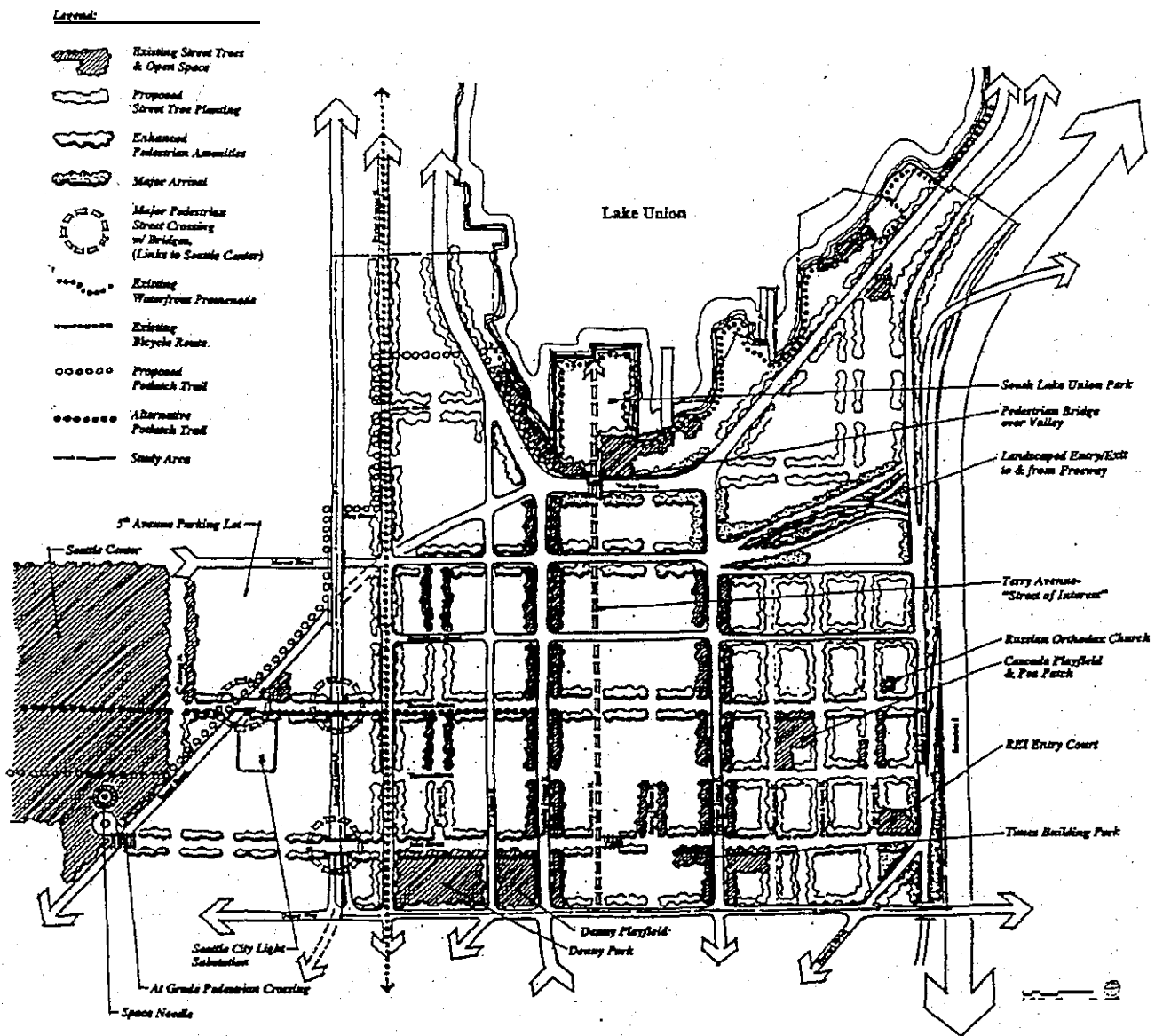
View: Preservation of views to the water is an important planning consideration for the promotion of the South Lake Union Park. View corridors to the water are to remain and be enlarged to draw people into the park. Consistent visual images are proposed through the use of thematic elements in design guidelines. Visual clues of park ties (e.g. the moorage of a historic ship at the head of Waterway 3) will help promote the park as a neighborhood/regional destination.

Parking: The current auto orientation of the South Lake Union planning area necessitates the provision of adequate parking facilities for both daily park usage and special events. Limited parking north of Valley Street is proposed to preserve park space for activities. Parking south of Valley Street could be provided via a parking structure that includes a pedestrian access bridge over and/or an at grade crossing of Valley Street. Possibilities exist for joint development of the parking structure with other uses.

Other Considerations for Parks and Open Space

In the near term, efforts to meet the open space goal set by the Comprehensive Plan of 1 acre of open space per 100 residents includes the implementation of the Cascade Playground Master Plan, the acquisition of Denny Playfield or equivalent size parcel in the immediate area as active open space, the

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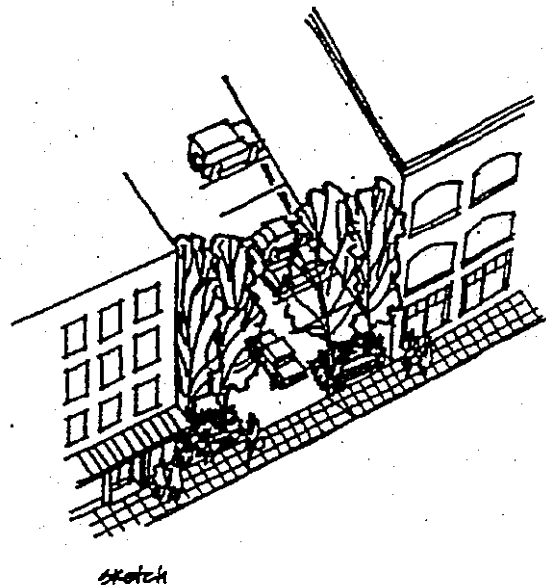
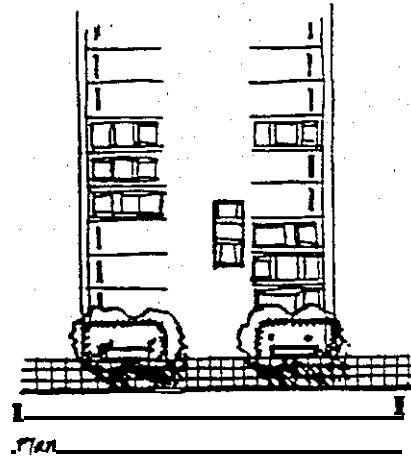
Overall Open Space Plan

Figure 5

South Lake Union Neighborhood Plan

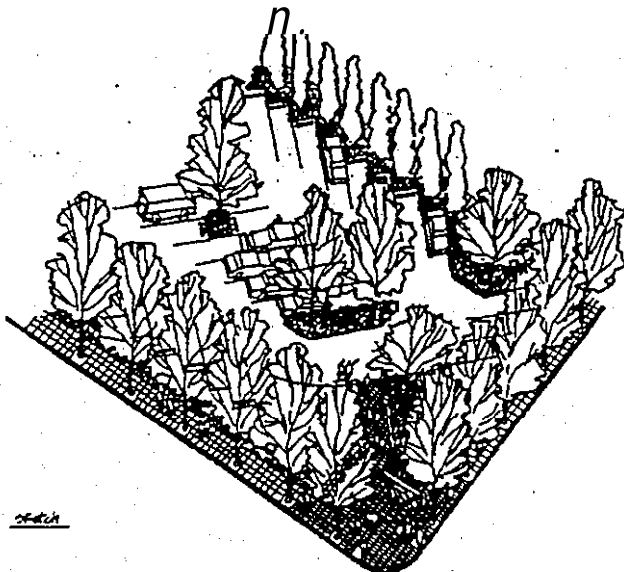
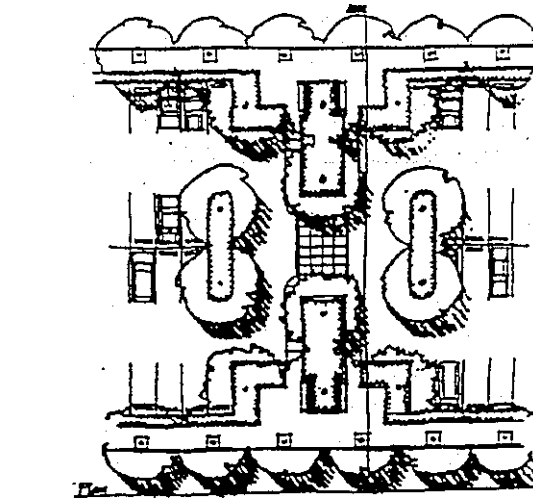
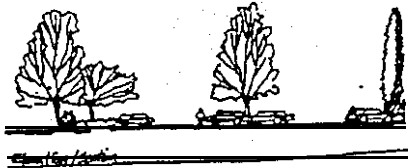
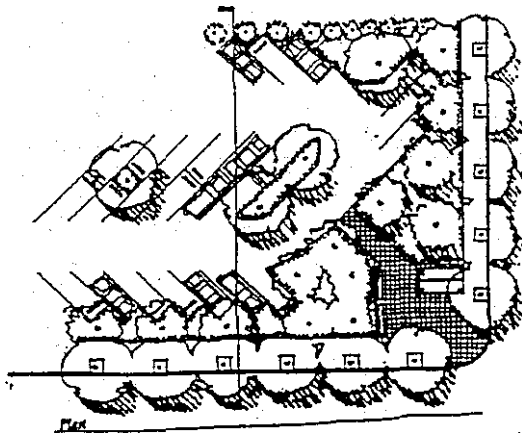
recommended relocation of Park Administrative Offices from Denny Park and possible community use for the building and the provision of a pedestrian streetscape strategy and "green street" designation as a character statement for South Lake Union. An overall open space plan is shown on Figure 5.

Longer term proposals to meet the open space goal include the development of guidelines and action strategies for supplemental open space. Possibilities include, rooftop landscaping, street ends at lake Union, P-patches, odd lots and comers, and special features (e.g. the red brick road, portals etc.). Also a longer term proposal is the development of a density bonus incentive strategy for the provision of pocket parks as part of future development. Several examples of how these smaller open spaces could be integrated into future development are shown on the attached examples.

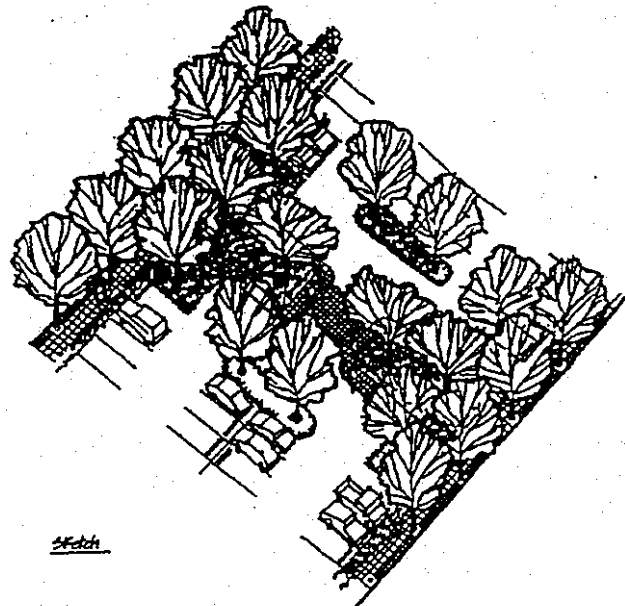


Parking Lot Between Two Buildings

'South Lake Union Neighborhood Plan



**Corner/Edge Treatment
of Parking Lot**



**Mid-block Landscape Treatment
of Parking Lot**